

# Hongkong Daily Press.

ESTABLISHED 1857.

13,322 號式格式百叁千壹萬第 HONGKONG, MONDAY, NOVEMBER 19TH, 1900. 壹拜禮 號號十月壹十年百九千壹英港香 PRICE \$2½ PER MONTH

Advertisements will be found on page 4.

A. FINE OLD BRANDY.

**WATSON'S B BRANDY**

ONE OF HENNESSY'S SOUNDTEST PRODUCTS  
AND AT \$21 PER CASE IS THE BEST VALUE

IN THE HONGKONG MARKET.

**S. WATSON & CO. LIMITED.**

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

**CUTLER, PALMER AND CO.**

WINE SHIPPERS SINCE 1811.

They have consigned their Brands to Hongkong

for over half a century.

Apply to G. C. ANDERSON,

Hongkong, 13, Praya Central.

**NAPIER JOHNSTON'S**

**SQUARE BOTTLE WHISKY**

The sale of this good Scotch Whisky increases monthly.

It is of Superior Quality and of

CUTLER, PALMER & CO.'S SELECTION.

Sole Agents for it—

LANE, CRAWFORD & CO.

Hongkong, 26th July, 1897.

**JOHN WALKER & SONS'**

**KILMARNOCK WHISKY.**

This World-renowned

Old Highland Whisky are shipped

by CUTLER, PALMER & CO., and

are obtainable in Hongkong of

G. C. ANDERSON,

No. 13, Praya Central.

Hongkong, 26th July, 1897.

**CUTLER, PALMER & CO.'S**

PRICE \$10.75 PER DOZEN

NET

**"SPECIAL BLEND" WHISKY**

Blend

of Selected

Distillations of the

Finest Scotch Whiskies

Apply to

SIEMSEN & CO., Hongkong.

**HONGKONG HIGH-LEVEL TRAM-**

**WAYS COMPANY, LIMITED.**

**TIME TABLE.**

**WEEK DAYS.**

7.30 a.m. to 8.30 a.m. Every quarter of an hour

8.30 a.m. to 9.30 a.m. Every 15 minutes

9.30 a.m. to 10.45 a.m. Every quarter of an hour

11.30 a.m. to 3.00 p.m. Every quarter of an hour

3.30 p.m. to 8.00 p.m. Every quarter of an hour

8.30 p.m. to 9.00 p.m. Every 15 minutes

Night cars at 8.45 p.m. and 9 p.m. and from

9.40 p.m. to 11.15 p.m. every half hour.

**SATURDAY.**

Extra Night cars at 11.30 and 11.45 p.m.

**SUNDAY.**

8.15 a.m. to 10.15 a.m. Every half hour

10.30 a.m. to 11.00 a.m. Every 15 minutes

Noon to 2 p.m. Every quarter of an hour

2.45 p.m. to 8 p.m. Every quarter of an hour

Night cars at 8.45 p.m. and 9 p.m. and from

9.45 p.m. to 11.15 p.m. every half hour.

**SPECIAL CARS** by arrangement at the Com-

pany's Office, 38 & 40, Queen's Road Central.

**JOHN D. HUMPHREY & SONS**

General Managers.

Hongkong, 1st May, 1899.

**VICTORIA**

**CYCLE**

**EMPORIUM.**

THE pleasure of cycling consists in having

a first class Machine and the above Est-

ablishment is always leading in this respect.

We are Agents for the famous "NEW

HOWE" and "MONOPOLE" CYCLES

and we also supply fitting and every accessory.

Repairs can be had in second hand Machines.

Repairs executed with promptitude and skill.

Enamelling a specialty.

**MCKIBBY & CO.**

43 & 45, Queen's Road East.

Hongkong, 3rd November, 1899.

**RUINART PERE & FILS, REIMS**

Established 1718.

**CHAMPAGNE GROWERS AND**

**SHIPPERS.**

Ship only the Finest Quality

Extra Dry (Green Seal)

**LAUTS, WEGENER & CO.**

Sole Agents.

Hongkong, 17th May, 1898.

**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**

\$5.00 per Cask of 37½ lbs. net at Factory

\$3.00 per Bag of 250 lbs.

**SHEWAN TOMES & CO.**

General Managers.

Hongkong, 2nd July, 1900.

**MANILA CIGARS.**

ALWAYS ON HAND THE BEST MARKS

FROM

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES

**J. M. DE ZUNIGA,**

No. 9, QUEEN'S ROAD CENTRAL

Entrance, 100, HOUSE STREET (New Victoria Hotel).

**SCHLITZ WORLD FAMED**

**BEER**

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

**TONIC AND REFRESHING.**

SOLE AGENTS—

**WATKINS, LIMITED,**

CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS.

HONGKONG.

**CANADIAN CLUB RYE**

**WHISKY.**

THIS DESERVEDLY POPULAR WHISKY IS NOW TO BE

OBTAINED IN PINT FLASKS, AND IN THIS FORM WILL BE

FOUND INVALUABLE FOR THE USE OF SPORTSMEN AND

OTHERS.

PER CASE OF 16 FLASKS ... \$19.00

SINGLE FLASK ... 1.25

**CALDBECK, MACGREGOR & Co.,**

WINE AND SPIRIT MERCHANTS.

15, QUEEN'S ROAD.

Hongkong, 13th November, 1900.

**COTTAM & CO.**

**NEW AUTUMN GOODS.**

AMERICAN BOOTS and SHOES.

WOOLLEN UNDERWEAR.

HATS, SHIRTS and EVENING GEAR.

**LANE, CRAWFORD & CO.**

(TAILORING DEPARTMENT).

**WINTER SEASON.**

**LATEST LONDON FASHIONS.**

**NEWEST & BEST MATERIALS.**

DRESS SUITS from ... \$65.

TWEED LOUNGE SUITS from ... 35.

NORFOLK JACKET SUITS from ... 35.

SCOTCH TWEED ULSTERS, for Travelling, from ... 50.

**LANE, CRAWFORD & CO.**

174, QUEEN'S ROAD, HONGKONG.

**PHOTOGRAPHIC**

PLATES, PAPERS and CHEMICALS.

EASTMAN'S KODAKS, FILMS and ACCESSORIES.

DEVELOPING and PRINTING UNDERTAKEN.

**A. CHEE & Co.,**

174, QUEEN'S ROAD, HONGKONG.

**CUTLER, PALMER & CO.**

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

**SUPERB OLD COGNAC,**

**C.P. & Co.'s INVALIDS' PORT**

**\$22.50 PER DOZ.**

Distinguished by 4 Stars on the label.

Another FINE COGNAC, \$18.75 per doz.

Less old than the above.

**THE ELITE OF WHISKY—**

**THE "PAIL MALL,"**

**\$20 PER DOZ.**

12 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C.P. & Co.'s OWN SPECIAL**

**BLEND WHISKY,**

**\$10.75 PER DOZ.**

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

**AGENTS—SIEMSEN & CO., HONGKONG.**

Hongkong, 2nd July, 1900.

**DOURO PORT,**

**\$14.25 PER DOZ.**

A fine, full, and fruity wine.

**AMOROSO SHERRY,**

**\$20 PER DOZ.**

**LA TORRE SHERRY,**

**\$16.75 PER DOZ.**

A natural and most pleasant wine to the taste.

**BENEDICTINE LIQUEUR—**

**D.O.M.,**

**\$39.75 PER DOZ.**

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

**AGENTS—SIEMSEN & CO., HONGKONG.**

Hongkong, 2nd July, 1900.

**BURGUNDIES.**

(SOLE AGENTS FOR GUICHARD, POTHERET & CO., &c.)

	1 doz.	2 doz.
Nuits	Bottles. 1	Bottles. 2
BEAUNE	\$12.00	\$13.00
VOLNAY	19.00	21.00
POMMERY	23.00	
CHAMBERTIN	27.00	
CLOS DE VOUGEOT	34.00	
CALIFORNIA	40.00	11.00
SPARKLING RED	10.00	28.00

**H. PRICE & CO.,**

WINE MERCHANTS,

12, QUEEN'S ROAD.

**UNITED ASBESTOS ORIENTAL**

**AGENCY (LIMITED.)**

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE

UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.

"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the

best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on

Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR

METALLIC" BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.

ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-

sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and

FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.

"CAURICEDALE METAL" Anti-friction Plastic Metal, recognised by engineering experts

to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Chief Superintendent ... THOMAS SKINNER.

Superintendent ... ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers

HONGKONG.

**THE VICTORIA DISPENSARY,**

**AERATED WATERS.**

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers

**KELLY & WALSH, LD.**

**BOOKS BY LAST MAIL.**

Malaria according to the New Research-

es, by Prof. Angelo Celli. Intro-

duction by Dr. Manson ... \$ 6.50

Murison's Handbook of Photography in

Colours ... 3.00

The Story of the Chinese Crisis, by

Alexis Krausse, Map and Plan of

Peking ... 2.25

Rise and Fall of Krugerism, a Personal

Record of 40 Years in South Africa,

by J. Sooble and H. R. Abercrombie

1.75

Darwin's Origin of Species, Cheap Ed.

1.75

Autumn in Argyllshire with Rod and

Gun, by the Hon. A. E. Gathorne-

Hardy, Full Page Steel Engravings

6.50

Sport and Travel East and West, by F.

Courtenay Selous, Illustrated ... 7.50

The Struggle for Success, a Study in

Social Compromise, Expediency, and

Adaptability, by A. Stoddart-Walker

3.50

Elouation and Stage Training, by Max-

well Ryder ... 3.50

The Metallurgy of Gold, a Practical

Treatise, including Assaying, Melt-

ing, and Refining of Gold, by M.

Eissler, 5th Edition Enlarged, over

300 Illustrations and Plates ... 13.00

**BLANK CHRISTMAS CARDS FOR**

**PRIVATE GREETINGS.**

A LARGE STOCK of the NEWEST

DESIGNS.

HONGKONG VIEWS and CHINESE

SCENES.

RICE PAPER CARDS with PIDGIN

ENGLISH VERSES.

JAPANESE HAND-PAINTED CARDS.

EUROPEAN HAND-PAINTED CARDS.

SANDOW'S OWN COMBINED

DEVELOPERS.

SANDOW'S PATENT GRIP

DUMBBELLS.

Sole Agents in China and Japan.

**PIANOS.**

SPECIALLY PREPARED MODELS OF ALL THE FAMOUS MAKERS.

**THE ROBINSON PIANO**



## INTIMATIONS.

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON &amp; CO.,

LIMITED.

PURE  
CONFECTIONERY

IN GREAT VARIETY.

Imported from the Leading LONDON

and PARISIAN Houses, from the

simplest to the most recherche kinds.

INTENDING SENDERS OF

CHRISTMAS

AND

NEW YEAR CARDS

will find in our

SPECIALLY SELECTED STOCKS

a Tasteful, Pleasing and Refined

Assortment.

A. S. WATSON &amp; CO.

LIMITED.

HONGKONG DISPENSARY.

ESTABLISHED, 1841.

BIRTH.  
On the 17th inst., at No. 5, Lyceum Villas,  
Kowloon, the wife of the Rev. J. H. FRANCES, of a  
son.DEATHS.  
At "Terra Verde," on the 18th inst., Victoria,  
the beloved son of E. D. KELLY, aged 15 weeks.  
At the Diamond Jubilee Memorial Hospital,  
Tientsin, on the 18th November, of typhoid fever,  
LIONEL C. BARRY, aged 31 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 19th, 1900

With an unanimity rare when political questions are concerned, men of all ranks and all parties have expressed the regret felt at the retirement of Mr. G. J. GOSCHEN from the head of the Admiralty; and the hope is perhaps universal that he may in the Upper House continue the good work which he has so ably superintended in his official capacity in the Lower. Mr. Goschen has learnt the art rare in the age of party Government of being able to merge the politician in the administrator, and shines out conspicuously amongst the later Ministers of Queen Victoria as the one man who had conceived the highest ideal of a statesman, and was content to serve his country in preference to advancing the interests of any of the sections of which it is composed. It is thus that he has been able in the Navy to keep abreast of the feverish desire for bigness which has seized upon the continental Powers; and which, commenced by them without any due consideration for the eventual consequences, had it not been courageously met, would have become a menace, not for England alone, but for each and all of the Continental Powers in turn. Unfortunately it has not been the case that the single-mindedness of the First Lord has been imitated by his colleagues, who have been too often led by the exigencies of the position to place national in a subordinate position to party questions. Nor was Mr. Goschen himself always held sacred in these little inter-cabinet eddies, and the consequence has been that there has been a drag from beginning to end placed upon the efficiency of his office. In fact it is well known that the Government is in arrears with that programme which three years ago it presented

to Parliament, and no very clear statement has been made of the causes that influenced the delay. Of course the most was made out of the industrial causes at the bottom of the Engineers' Strike, but after discounting this fully there yet remains a good deal to be explained as to the falling off in the promises of Lord Salisbury's Government in this important matter of Naval preparation. The promise held out to the nation as an inducement to make the necessary sacrifices was that it was essential to the well-being of the Empire at large that the British Navy should keep in advance of the next two most conspicuous navies in the world, and should always closely approach in power the three other most formidable. That principle was kept in view at the beginning, but there has recently been so evident a desire to contravene it that it was not till public opinion declared itself in unmistakable language that the recommencement of activity was decided on. Thanks largely to that personal example which Mr. Goschen himself set, the internal work of the Navy seems to be in a fairly efficient state, so except for the recent very evident display of lukewarmness at headquarters, as seen from merely home eyes, the British Navy is in a position to maintain its old supremacy. When, however, we come to the East, and more especially to the Pacific Ocean, a very different state of affairs is seen; and this is not confined to China, but extends to the entire of the Great Ocean. Although Russia has been quietly but steadily increasing her fleet in Eastern waters, it was not till after the fiasco at Port Arthur that it became formidable. France following her example has recently been improving both the number and style of the ships on the East coast of Asia, while as a naval power Japan has been making enormous strides. These movements began before the recent difficulties with China, and it is needless to say that full advantage has been taken of it to render their fleets on the Pacific stronger than ever. Following the example of the others when Germany made up her mind to join in the Chinese settlement she likewise took good care that her fleet should be powerfully reinforced, and in this she was followed by the United States, who now have in these Eastern waters a powerful fleet. Though the greater part of these additions have been made in furtherance of a policy in accord with England, and the larger portion of the fleets are those of friendly nations, it is the fact, however, the British Government may seek to suppress it that the British fleet in these seas is not only outnumbered, but surpassed in efficiency. At the beginning of the Chinese struggle England did make considerable efforts to reinforce her fleet in Chinese waters, but the efforts she made were such as to still further emphasize the need of a more powerful armament. Vessels were withdrawn from Vancouver, from Australia, and from the Indian station, and notwithstanding the weakening of the squadrons at those several stations, no adequate effort has been made to fill up the gaps. We are glad to learn, therefore, that another battleship will shortly leave for the East.

We have recently on more than one occasion pointed out the exceedingly strong position in our hands in the possession of Vancouver Island and the Gulf of Georgia, and pointed out how oblivious of the fact was our home Government. It is satisfactory to find that we have not been alone in urging this fact on the attention of the Naval authorities. On the 29th September last the *Graphic* followed suit and pointed out the very unsatisfactory condition of affairs there. We in China have been from time to time led to believe, that the Esquimault Station was more or less intended to act as an aid in time of necessity to the China station, but the notice in the *Graphic* must dispel that idea. The fleet at Esquimault consists of out of date and under-armed cruisers, and the people of Canada have been given to understand that Esquimault might always look to China for reinforcements. But worse has to follow. A naval base which has to depend for its own defence on its men-of-war is in a worse position than if it did not exist at all. The defences of Hongkong as a naval base are little better than ridiculous were war to break out with a naval power. It is uncontested that the greater portion of our Fleet in Chinese waters would have to be sent to Hongkong simply to protect our fortifications. This is bad enough, but it is worse when we learn that the same is true of such ports as Sydney, and in an even greater degree Esquimault. Yet, as we pointed out in the possession of Esquimault and the Gulf of Georgia we owned one of the most powerful, if not absolutely the most powerful, naval positions in the world. It is time that the Government and the people of England should begin to understand these things, and learn that there are some things of greater consequence to national well-being than the parochial struggles which have of late dominated our policy, and have affected not one but all the parties in the State.

The German mail of the 17th October was delivered in London on the 15th inst.

The Hon. Treasurer of the Alice Memorial and Netherese Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals.—Rev. W. Banister, £10.

The Government Gazette of the 17th inst. contains a copy of the Convention between the United Kingdom and France for the establishment of a parcel post service between France and the British colonies of Ceylon, Hongkong, and the Straits Settlements.

A football match was played at Happy Valley on Saturday afternoon between a team from H.M.S. *Argonaut* and one from the Royal Artillery, 25th Company. The game resulted in a win for the latter by two goals to one, this being the first defeat sustained by the *Argonaut* men.

The comrades who had shared with him the perils and privations of the march to Peking bore to the grave on Saturday the body of Lance-Corporal Burke, Royal Welsh Fusiliers, who succumbed to an attack of fever in the Station Hospital on Saturday morning. The coffin, mounted on a gun carriage, was draped with the Union Jack and loaded with wreaths. Three volleys were fired over the grave.

There will be a polo match this afternoon in connection with the Hongkong Polo Club between teams as under—  
Mr. Baker v. Mr. Taylor  
Mr. McNeill v. Mr. Casserly  
Lieut. Comdr. Wilkin v. Mr. Laborde  
Major Sir H. McMahon v. Capt. Loring  
All players will be mounted on Indian or Arab ponies, and the match will commence at 4 p.m.

An outbreak of fire occurred on Friday evening shortly after eight o'clock in a home-packing store at 26-28, Sai Wo Lane, West Point. The fire was confined to the one place, and did damage to the extent of \$2,100. The loss is completely covered by insurance. Mr. Robertson, of the fire brigade, with Sergeants Ritchie and Sim, from No. 7 Police Station, were early on the scene, and by their efforts kept the outbreak in check until the arrival of the brigade from the Central.

An inquiry into a case of disappearance at sea has been held at the British Consulate at Kobe. It appears that a Chinese employed as a fireman on board the *Glenarry* disappeared on October 31st, when the vessel was two days out from Hongkong. The man was sent into the bunker to trim coal into the stokehold, and about 2.30 in the morning it was noticed the coals were not coming in. A search was made, and only the man's shoes were found. It is surmised that he jumped overboard.

The funeral of Boatswain Robert Parnell, of H.M.S. *Humber*, whose body was picked up in the harbour on Friday morning, took place on Saturday afternoon at the cemetery of Happy Valley. The coffin, covered with wreaths and draped with the Union Jack, was mounted on a gun carriage drawn by blue-jackets. The U.S.S. *Monterey* and S.M.S. *Gefion* were represented, as also were the Royal Welsh Fusiliers, Royal Artillery, and the Royal Engineers. Three volleys were fired over the grave.

The following express has been issued by the Cable Company:—"We are informed that the rules as to censorship of telegrams at Manila have been modified as follows:—Discontinuance of censorship extends only to telegrams exchanged between Manila on the one side, and Europe or America on the other. Messages to and from the Visayas Islands, and all messages to and from other oriental countries, will continue subject to the supervision heretofore exercised. Press messages are to be treated as previously advised."

The auction of Race Ponies held at the Shanghai Horse Bazaar on Tuesday evening, the 13th inst., drew a large attendance. The bidding was keen for the best lots, which realised good prices, the highest figures obtained being: Edelweiss Tls. 360, Lady Killer Tls. 305, Gutter Snipe Tls. 270, Duck Gun Tls. 200, Shifter Tls. 250, Valkyrie II. Tls. 210, Rajput Tls. 275, Better Half Tls. 190, Antares Tls. 155, Aladdin Tls. 160, Pompano Tls. 195, Posleday Tls. 160, Gay Boy Tls. 210, Yale Tls. 250, Job Tls. 200, Sandpiper Tls. 260, Mandarin Tls. 200.

In his Weekly Share List issued, at 11 a.m. on the 17th inst., Mr. Eric Georg says:—"Hongkong Cottons found buyers at \$6 and can be placed now at \$5, which is rather surprising, since, at the meeting held on 10th inst., the Chairman declared that no applications for preference shares having been received, and the General Agents being unwilling to advance further funds, an extraordinary general meeting would have to be called for the purpose of voluntary winding up the Company. Quotations for Shanghai Company's are nearly all lower than last, and are as follows:—Yves Tls. 32, Internationale Tls. 40, Laon Kuny Mows Tls. 35, Soyeechee's Tls. 375, and Yalhoongs Tls. 275."

Says the Ichang correspondent of the *North China Daily News*:—"The new steamer *Tung-tung*, of Butterfield and Swire's firm, came into port on Monday afternoon (Nov. 5th). There was great excitement on the part of the Chinese. The boat was crowded with sightseers. Two cargo boats put off for the steamer with men on board firing salutes and setting off hundreds of crackers. There will be no difficulty in recognizing the steamer when at a distance, as her smoke stack is so enormous. It looks like a huge pagoda. The same firm has just completed a fine godown, and another is in process of building. We have four steamers in port. These will all leave about the same time, and we shall be left for a long time without mails or steamers. Only one steamer, the *Kweli*, has to come in in the meantime."

The steamer *Duke of York*, which left Victoria, B.C., on the 27th ult., for the Far East, put back into that port on the 5th inst. having sprung a leak in No. 2 lower hold.

The *Nichi Nichi Shimbun* has a telegram from Taku to the effect that there are symptoms of trouble between England, Germany, and Russia about the tonnage of the Peking-Shanghai Railway. The line seems to be now wholly in the possession of Russia and Germany, a state of affairs against which England is disposed to protest. Rumours of that nature are to be accepted with great reserve, we imagine. Field Marshal Waldersee is not at all likely to have shown any want of impartiality in adjudicating on the control of the Railway.

Early on the forenoon of the 14th inst. the Second Brigade of the China Field Force (British) were inspected on the Recreation Ground, Shanghai, by Major-General Creagh, V.C. The Regiment inspected were the Sikhs, Gurkhas, Baluchis and Rajputs, together with the Bengal Cavalry and the Pom. Pom Battery of the Royal Horse Artillery. Major-General Creagh carefully inspected the men, who were dressed in khaki, and the different regiments then marched past in fine style. The troops had a very fine appearance and their stay in Shanghai appears to have agreed with them.—*Mercury*.

All the river and seagoing steamers arriving report as to the severity of the recent gale as being the hardest blow for some years, says the *Shanghai Mercury* of the 14th inst. On the river the dust and sand were blinding, and in the main squalls fell on the decks as liquid mud. Fortunately there has been little loss to property or life. As far as is reported only two natives were drowned; these with fifteen others drifted alongside the steamer *Taiyang* some 25 miles below Hankow on a capsize native passenger boat. The fifteen were not on board the *Taiyang*, but the two were too exhausted and fell off the boat, nothing more being seen of them. No doubt there have been a lot of lives (native) lost as there was a lot of wreckage seen on the river.

The *Nippon* (quoted by the *Japan Mail*) tells a quaint story of an English barrister well known in Japan, whose doings used to be characterized by the epithet "genkin shugi" (ready money policy). This gentleman, if a friend met him in the street and sought his advice on any topic, would inevitably send in a memo. at the end of the month, saying:—"To consultation on such and such a day, 25 yen." It happened one day that this barrister, meeting an expert Japanese gardener, asked his opinion concerning the disposition of some stones and trees. A bystander, himself a Yokohama barrister, by way of practical joke, induced the expert to send in a bill at the close of the month, couched in the usual formula. The "ready-money-policy" barrister paid it at once, observing that the Japanese were getting to be up to a thing or two.

An investigation is now going on at the Tokyo Marine Court into the circumstances attending the *Yamaguchi-Carawan* collision. The *Yamaguchi Maru*, being under charter to the Government as a transport at the time of the accident, was wholly under Government control, and if the *Yamaguchi* is found to have been at fault the Japanese Government will be called to account for the collision. It is reported that the Marine Court authorities are in doubt as to whether they have the authority to summon the officers and men of the *Yamaguchi*, seeing that she was under direct Government control. They are also discussing whether they can summon the officers and men of the *Carawan*, which, they argue, ceased to be a French Government transport after she sank. It seems that the enquiry is making rather slow progress. The Commander of the French warship *D'Entrecasteaux*, which is lying in Yokohama at present, is reported to have been commissioned to conduct the necessary negotiations with the Japanese Government regarding the collision.

Captain Raymond, of Hongkong, had an exciting experience during his trip to Manila with the launch *W.B. and Co.*, which had been purchased for Messrs. Warner, Barnes, and Co. Leaving Hongkong (says the *American*) on 30th October at 10 a.m. he experienced fine weather until the following morning, when the boat ran into a fierce typhoon. As the sun went down the Tuesday night the barometer began to fall, and Capt. Raymond made preparations for bad weather. Early the following morning the wind struck the *W.B. and Co.* from the North-East. All day there was typhoon weather. The whale-back propulsion up forward was broken in and the mast and sails were carried away. The Chinese crew stampeded when the masts went by the board, and only the strongest personal exertions of Captain Raymond saved the boat from being lost. After clearing away the wreckage, the skipper noted that the barometer was rising. During the night, the sea went down and the next morning the U.S.S. *Brooklyn* picked up the *W.B. and Co.* The wind was blowing strong, and the officer of the *Brooklyn*, seeing the apparent wreckage, hailed Captain Raymond, using a speaking-trumpet. The *Brooklyn's* rails were lined with the crew. Captain Raymond waved his hand to signify that he was all right and the bin-jackets cheered lustily. The Commander of the *Brooklyn* asked if any assistance was needed on the launch, but as the barometer was rising the offer was refused. When the *Brooklyn* hailed the *W.B. and Co.* the launch was about 162 miles N.W. by N. Capone Light on Sunday afternoon. The *W.B. and Co.* makes the 45th launch that Captain Raymond has taken over to Manila and he has eight more on the list. This last boat is a fast one. She is capable of making 18 knots on 120 lbs of steam.

Russia, England and Japan have hitherto managed the civil government of Tientsin, but it is now said that Germany has asked for a share in the *Japan Mail*. Her demand is supposed to be based on the fact that her military strength in China has been augmented, the inference being that the civil administration of the occupied districts is to be partitioned with reference to the forces of each Power at the scene.

The Government of India have recently had occasion to express their appreciation of an unexpected contribution from China to the Indian Famine Charitable Relief Fund. In forwarding a draft for Rs. 1,503 Her Majesty's Consul at Ningpo states that this sum was subscribed by the Intendant of Circuit (Cheung) Han, a Manchou, from Peking, and his subordinates. A handsome contribution was recently made by the Provincial Government at Hangchow on behalf of all the officials in the Province, and as the Consul observes, this additional and spontaneous contribution is a striking indication of humanity and friendly feeling.

The estimated damage done by the late typhoon in Manila is \$30,000, and, not a day passes, says the *Manila Times* of the 10th inst., without a fresh tale of disaster, and the "blow-out" promises to be as costly as an ancient Roman feast. To the losses affecting Manila shipping firms, which include the *Seymour*, the *Congo* and the *Powerful*, may now be definitely added that of the *Antonia*, owned by McLeod and Co. as well as the reported loss of the well-known brigantine *Japanto*, which it is rumoured has gone ashore on the southern islands, in company with another sailing vessel, name unknown. A steamer came in this morning from the south, bearing fresh news of the storm, and it was said that Mr. Sanz, supercargo of the wrecked *Antonia*, had come from Sta. Cruz, bringing definite news of the loss of the vessel.

The particulars of the ship now being built at Kiel for the German Antarctic Expedition are now complete. The vessel is to be a three-masted schooner with extra strong frames of oak, pitch-pine and greenheart. The engines will be triple expansion, but will not be capable of giving more than seven knots. All the spare space will be converted into coal-bunkers. Besides five ordinary boats, an oak boat will be taken 20ft. long and 6ft. broad, capable of holding fourteen to twenty persons. The engine of 4 H.P. will give the boat a speed of from four to five knots, using naphtha. A captive balloon, with the necessary-slinging apparatus, and a search-light apparatus will also be taken; also a windmill for the working of the dynamo engine when the boiler is not under steam. It will be understood that the reason for building the vessel of wood is to avoid, as much as possible, complications in the magnetic observations.

The British steamer *Knight Templar*, Captain Finis, which arrived from North Shields, reports that on October 1st she sighted the abandoned British ship *Nonpareil*, of London, which left New York on September 10th for Java, and was abandoned on September 22nd. Captain Finis sent a boat to the *Nonpareil* and it was thought possible that she could be towed into port. There was only fourteen inches of water in her hold. A volunteer crew was called for, and after putting them aboard, a hawser was passed to the vessel. She was towed from 7 p.m. until midnight, when the weather became very squally, with heavy rain. At 2 a.m. October 2nd the hawser parted. The *Knight Templar* stood by until daylight, when it was decided to take off the volunteer crew and send the vessel. She was set afloat, and it was thought she would eventually sink, as the water was washing around the hatches. The *Nonpareil* was fired directly in the track of vessels bound to and from Europe and about 100 miles from New York. She was a ship and was laden with cases oil. Her owners were the Standard Oil Company. The crew of the *Nonpareil* was taken off by the steamer *Gleadow*, which arrived here September 20th from Beyrout. The *Nonpareil* is an old trader to the Far East, and was considered by her records to be one of the fastest clippers on the run out Eastwards.

The ss. *Nurani*, the local agents of which are Messrs. Turner Morrison, and Company, sailed from Calcutta, it will be remembered, states the *I. D. News*, at 12 noon of the 4th September last for Taku with the "B" Squadron of the 16th Bengal Lancers, in company with the ss. *Reven*, also with troops for Taku. As the latter was thought to be the faster boat of the two, she was ordered to keep the *Nurani* in sight. The *Nurani* passed the *Reven* the same day off Rangoon at 2 p.m., and anchored at Mud Point at 5.30 p.m., waiting for high water to get over the bar. She left Mud Point next morning, discharged the pilot at 10.57 a.m., and steamed for Taku. She passed Singapore 27 hours ahead of the *Reven*, arrived at Hongkong at 1 p.m. on the 15th, left Hongkong at 7.40 next morning, arrived at Weihaiwei at 6 a.m. on the 21st, left Weihaiwei at 10.30 a.m. on the same day, and arrived at Taku at daylight next morning, two clear days ahead of a fast boat like the *Reven*. Bad weather was experienced on the voyage, and the *Nurani* lost two mules and a horse, while the *Reven* lost 22 horses. The *Reven* is on the London-Calcutta Service of the E. I. Company, and the latter on the Calcutta-Bombay coasting trade of the Asiatic S. N. Company when not otherwise employed. The *Nurani* has very often been utilised for transport purposes, among her other services she took the "Glosters" from Calcutta to the Cape, and has been spoken of very favourably as a splendid boat for transport purposes.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 18th November, 8.57 p.m.

THE PEACE PROPOSALS.

Viceroy Chang Chih-tung states that General Tung Fu-shiang entirely dominates the Court, and that peace is impossible until Tung is suppressed.

YU CHANG-ORDERED TO RESIGN.

Yu Chang, who was appointed Governor of Hupoh, has been ordered to resign and await further orders.

THE SHANGHAI TAOTAI.

The present Shanghai Taotai has been promoted to be Treasurer of Hunan.

THE EMPRESS-DOWAGER URGES TO RETURN TO PEKING.

The Yangtze Viceroy, with Li Hung-chang, guarantees the personal safety of the Empress Dowager if she will return to Peking. The Empress-Dowager, however, considers that they are plotting with the Allies for her capture.

ARRIVAL OF LADY BLAKE.

Lady Blake arrived to-day.

LONDON, 16th November, 7.30 p.m.

ADMIRAL SEYMOUR'S COMMAND.

The command of Admiral Seymour of the China Station has been extended, probably until the existing difficulties have been arranged.

H.M.S. "GLORY."

H.M.S. *Glory*, the new battleship, will proceed to China on the 21st inst.

LONDON, 17th November, 7.30 p.m.

WALDERSEE COMPLAINS OF

WITHDRAWAL OF RUSSIANS.

It is stated that Count von Waldersee has telegraphed to St. Petersburg complaining that the Russians without warning relinquished guarding the railway at Taku and Tongku.

PUNITIVE EXPEDITIONS.

Count von Waldersee has requested the withdrawal of Chinese troops from the vicinity of the territory occupied by the Allies, and then the despatch of expeditionary forces will be discontinued.

GENERAL NEWS.

LONDON, 16th November, 7.53 p.m.

THE KAISER ATTACKED.

A deranged woman threw an axe at the Imperial carriage at Breslau, in which was seated the Kaiser and the Prince of Saxony. They were unhurt.

ILLNESS OF THE CZAR.

The Czar is suffering from an attack of typhoid fever. His condition is unalarming.

REUTERS' SERVICE.

LONDON, 14th November.

PROBABLE INCREASE OF TAXATION

IN GREAT BRITAIN.

Sir Michael Hicks-Beach speaking at Bristol said he wished he could say there would not be an increase of taxation, but the expenditure had been enormous, especially in China and South Africa; that in China was unexpected. Sir Michael also said that the wealth of the Transvaal ought to bear a considerable portion of the cost of the war.

THE MEETING OF PARLIAMENT.

The announcement of the early meeting of Parliament has surprised the City, where it is considered to prove that the borrowing powers of the Government are almost exhausted, and that the Bank of England has lent as much as it prudently could.

WAR MEDALS.

The Government has ordered 150,000 silver war medals from Birmingham.

LONDON, 15th November.

THE ILLNESS OF THE TSAR

OF RUSSIA.

The Tsar has developed typhoid, which up to the present is taking its normal course. The Kaiser, opening the Reichstag, said that the Governments were united in their desire to restore order in China and to avert the repetition of troubles after the punishment of the chief culprits.

MINISTERIAL APPOINTMENTS.

Mr. Hanbury has accepted the post of President of the Board of Agriculture.



[illegible]







HONGKONG  
BUSINESS DIRECTORY.

## AUCTIONEERS, &amp;c.

PAUL BREWITT,  
2 Zetland Street, Auctioneer, Appraiser  
and Commission Agent.

HUGHES & HOUGH,  
Auctioneers to the Government, and Share  
and General Brokers, corner Ico House  
Street and Praya Central.

V. I. REMEDIOS,  
Auctioneer, Appraiser and Agent,  
8, Queen's Road Central.

## BOARD AND LODGING

THIS SPACE IS RESERVED  
FOR THE  
WESTERN HOTEL.

## BOOKBINDING

"DAILY PRESS" OFFICE,  
The only office in China, having European  
taught workmen. Equal to Home Work.

## BOOKSELLERS AND STATIONERS

W. BREWER & CO.,  
Printers, Bookbinders and Account Book  
Manufacturers, 23 and 25, Queen's Road  
(under Hongkong Hotel).

## BUILDERS

KANG ON,  
Contractor, 30, D'Aguiar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged, Estimates given.

## CHEMISTS DRUGGISTS, &amp;c.

THE PHARMACY,  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

THE VICTORIA DISPENSARY,  
Chemists and Druggists, High-class Aera-  
tized Waters, Dealers in Photographic  
Requisites, Queen's Road.

WATKINS, LD. APOTHECARIES' HALL, 60,  
Queen's Road Central, Cigars, Aera-  
tized Waters, Wines, Beers, Spirits, etc.

## CURIO DEALERS

KUHN & KOMOR,  
Fine Art, Japanese and Chinese Curios,  
21 and 23, Queen's Road, Hongkong,  
Shanghai, Kobe, Yokohama.

KWONG HING,  
China Porcelain, Crockery Ware, 53a,  
Queen's Road Central.

## DENTISTS

WONG HOMI,  
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,  
Surgeon Dentist, 24, Bank Buildings,  
Opposite Hongkong Hotel.

## DRAPERS

ABRAHAM ELIAS & CO.,  
Milliners, Silk Mercers, Haberdashers.  
Low Prices, 37, 39, Wellington Street.

SEE WOO,  
Tailor, Draper and Outfitter, 87 and 89,  
Queen's Road.

## FLOUR

SPERRY FLOUR COMPANY,  
Proprietors of the following Celebrated  
Brands of Flour—"Sperry's xxx,"  
"Golden Gate," "Pioneer," "Buckeye,"  
"Anchor," &c.  
WILLIAM WHITLEY, Manager.

FURNITURE WAREHOUSEMEN  
A CHEE & CO., Established 1859.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories,  
17a, Queen's Road Central.

LI KWONG LOONG,  
Cabinet-maker, Furniture Dealer, Art De-  
corator and Dealer, 17, Queen's Road.

## GROCERS

THE MUTUAL STORES,  
SUB-AGENTS LIFTON, LD.,  
8 and 10 D'Aguiar Street,  
Provision and General Merchants.

## JEWELLERS

KANG LEE & CO.,  
Jewellers, Gold and Silversmiths, Watch-  
makers, Japanese Curios and Blackwood  
Furniture, Opposite Post Office, 36,  
Queen's Road Central.

WATSON LEVY HERMANOS,  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Peking and Hilo.

WAH LOONG,  
Gold and Silversmith, Silk Dresses, Crêpe  
Shawls, Jewellery, Lacquerware, Fans,  
Chinese Bells, "Humen Hair," Fea-  
thers, 88, Queen's Road Central.

THE LIGHT OF THE FUTURE  
EASTERN ACETYLENE LIGHTING  
COMPANY, Head office, 62a, Queen's  
Road Central. Fittings of every de-  
scription for the ACETYLENE LIGHT at  
lowest rates.

## MERCANTILE AGENT

WOODS & CO.,  
Dundell Street, Agents for American and  
European Export Houses.

## PHOTOGRAPHERS

A FONG,  
The largest and most complete Studio in  
Hongkong. Established 1859. Views,  
Enlargements, Ivory Miniatures, Oil  
Paintings, &c., Lee House Street.

E HING,  
Enlarging, Developing, Printing, Mod-  
erate Rates, 20a, Queen's Road East.

MEE CHEUNG,  
10a House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc.; Devel-  
opment Works. Amateurs' Requisites.

MUMBYA, JAPANESE ARTIST,  
Bromide and Crayon Enlargements. Work  
done for Amateurs, 8a, Queen's Road, Cl.

HONGKONG  
BUSINESS DIRECTORY.

## PHOTOGRAPHERS.

YEE CHUN,  
Marine and Portrait Painter, 30, Queen's  
Road, Upstairs.

H. YERA,  
Japanese Photographer, 14, Beaconsfield  
Arcade, Queen's Road Cl., also Wanchai  
Amateur's Requisites a Specialty.

## PRINTING

"DAILY PRESS" OFFICE,  
Prints read by Englishmen.

## SILK GOODS DEALERS

TEJUMUL FOHUSING,  
Dealer in Chinese, Indian and Japanese  
Goods, Silks, Woolens and Cashmere  
Shawls and other Sundry Goods; 4,  
D'Aguiar Street, First Floor.

WASSIAMULL ASSAMULL,  
Wholesale and Retail Importers and  
Exporters, India, Chinese and Japanese  
Silks, Cashmere Shawls and Ceylon  
Lace, 46, Queen's Road, Cl.

## SILK LACE MANUFACTURERS

FR. BLUNCK,  
Exporter of Real Hand-made Torchon Lace  
in Silk, Linen and Cotton, Grasscloth and  
Silk Embroideries, Hand-made Silk  
and Linen Lace, Curtains made to  
order, 17, Queen's Road, Central.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Shipbuilders, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,  
Navy Contractors, Ship Chandeliers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

KWONG SANG & CO.,  
Shipbuilders, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chandise, 144, Des Voeux Road.

MORE & SEIMUND,  
Shipbuilders, Sailmakers, Riggers, Com-  
mission Agents and General Store-  
keepers, 43 and 45, Praya Central.

## TAILORS

R. HAUGHTON & CO.,  
Naval, Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.

HUNG YUEN,  
Outfitters, Shirt Makers, Hatters, Hosiers,  
Drapers, 85, Queen's Road, Central.

YEE SANG FAT & CO.,  
Outfitters, Piece Goods, Underwear, Shoes,  
Hats, Silk Handkerchiefs, Opposite Post  
Office, Queen's Road Central.

## TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos,"  
Importer of the Best Manila Cigars; 25,  
Pottinger Street.

KRUSE & CO.,  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Fancy Goods, Agents,  
Consignment House, Queen's Road.

## WINE &amp; SPIRIT MERCHANTS

H. PRICE & CO.,  
12, Queen's Road  
and Calle Ambrosio, Manila.

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.  
A.I. A.B.C. Scotts and Engineering Codes  
Used.

DOCK No. 1 (at TATEGAMI).  
Extreme Length... 523 feet.  
Length on Blocks... 513  
Width of Entrance on Top... 89  
Width of Entrance on Bottom... 77  
Water on Blocks at Spring Tide... 263

DOCK No. 2 (at MUKAJIMA).  
Extreme Length... 371 feet.  
Length on Blocks... 350  
Width of Entrance on Top... 66  
Width of Entrance on Bottom... 53  
Water on Blocks at Spring Tide... 22

PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.  
The COMPANY has a POWERFUL SAL-  
VAGE PLANT READY AT SHORT  
NOTICE. [1619]

## TO SHIPMASTERS.

ENQUIRE where your FRESH WATER  
is obtained by the Water Boats, as FOUR  
WATER is the cause of much sickness on board  
Ship.  
We are the ONLY WATER BOAT COMPANY  
in HONGKONG EXCLUSIVELY supplying  
FILTERED WATER.  
CALL FLAG W.  
J. W. KEW & CO.,  
STRAIT WATER BOAT COMPANY,  
Hongkong, 9th October, 1895. [716]

## PORTLAND CEMENT

J. B. WHITE & BROS  
SOLE AGENTS FOR CHINA.  
HOLLIDAY, WISE & CO.,  
Hongkong, 16th September, 1899. [2724]

DAVID CORSAIR & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBURG & CO.,  
Sole Agents

## RUGBY FOOTBALL.

BY  
ARTHUR J. GOULD.

## VII.

THE NORTHERN UNION'S EFFECT  
ON THE GAME.

It may argue temerity if I venture to deal  
with this subject, but as it seems to touch one  
of the most important problems with which  
football legislators in the future will have to  
deal, it is a duty to look at the matter frankly  
and impartially. If I may be allowed to say so,  
it seems to me that the split between the Nor-  
thern Union and the parent body arose largely  
from the inability of the latter to look at the  
questions involved from a standpoint other than  
their own. In this article I shall endeavour to  
take into consideration not merely the opinions,  
I will not say the prejudices, of those of us who  
prefer that the game we have played and love  
should be continued on an amateur basis, but  
also of those who have taken their stand by  
open professionalism.

## ENGLISH FOOTBALL WEAKENED.

The establishment of the Northern Union has  
had an effect in two ways. First it has led to  
some innovations in the method of play, second-  
ly it has resulted in a whole province being cut  
off from English Rugby football. Let us deal  
with the second point first, for that is the more  
important. When the northern clubs deter-  
mined to sever themselves from the Rugby  
Union it was not generally thought by en-  
thusiasts who remained faithful to the old body  
that the split would prove of great importance.  
In fact, it was believed that the Northern Union  
would speedily conclude a meteoric career, and  
that clubs which had offended against the spirit  
of amateurism would be glad enough to come  
back to the true fold. But, so far from that,  
the Northern Union has grown and flourished.  
It is stronger in numbers and influence than  
ever, and what probably surprises the stern,  
unbending legislators of the Rugby Union  
most, no one thinks a lit of the worse of the  
clubs for paying their men, or of the men  
for accepting payment. With the exception  
of a few clubs, all the leading organisations in  
Lancashire, Yorkshire, Cheshire, Cumberland  
and Westmorland are sworn to the new system;  
names that were great in the history of club  
football are apparently disassociated for ever  
from the Rugby Union; and whereas the  
popular centres of the north once contributed  
largely to the progress of the game, and sent  
many great players to represent the Rose in  
international matches, at present the area of  
selection is greatly restricted, and of necessity  
it follows that English international football  
suffers since so many players are outside the  
pale. Of course the clubs that are loyal still  
attract and train good men, but you cannot  
exclude a great number of clubs without  
lowering the general standard of interna-  
tional form. It might happen that in a given  
year the clubs loyal to the Rugby Union could  
provide a team equal or superior to any fifteen  
which could be chosen even if the Northern  
Union men were eligible; but over a series of  
years the result must inevitably be a weakening  
of English football. The results of England's  
international matches since the formation of  
the Northern Union goes to prove this. English  
teams of late years have not been so good  
as they were prior to the split. The dis-  
tricts which have been excommunicated bred a  
type of player who had a distinct influence upon  
international games. The old type of York-  
shire and Lancashire forward—the bull-dog  
breed that stopped at nothing—has been missed  
from English teams of later years; and therein,  
to my mind, lies the chief reason for England's  
loss of supremacy. England, once the leading  
football country, has fallen from her high  
estate; and the reason for this is to be found  
primarily in the loss of the North. For it must  
not be forgotten that in addition to the loss of  
a recruiting ground for international matches,  
there is also an influence in the development  
of the game.

## WHERE THE LOSS IS MOST FELT.

The best football can only be attained by the  
competition of styles. Each district which  
football has flourished has contributed something  
to the building up of the modern game, and  
nothing has been more useful to clubs inclined  
to sacrifice some important feature of the game  
in favour of their own special strong point  
than the corrective influence of matches with  
clubs playing a different style. It is possible,  
I do not say it is certain, that genuine forward  
play might have become a lost art in Wales had  
we been cut off from the rest of the football  
world at the period when the four three-quarter  
game was first developed. Welsh forwards  
might possibly have become what some of our  
critics have said they are—mere heeling  
machines, had not constant intercourse with  
outside teams warned us of the danger of  
neglecting hard scrummaging. On the  
other hand, we believe that back play in  
the four countries would have been less effective  
were it not for the example of Wales. Thus  
we have gained; thus we have given. That  
club is likely to play the best football, given  
the material in the shape of promising players,  
which includes among its opponents the most  
representative of varying styles. Now, the  
special genius of the Yorkshire and Lancashire  
clubs lay in their fine forward play—their  
special mission in the football world was to  
keep alive the tradition of honest, tenacious  
scrummaging, and rushing play in the open.  
Every team who met a northern fifteen had a  
practical sermon on the necessity of preserving  
keenness and stoutness in the front rank; and  
I cannot help thinking that the loss of these  
practical sermons, by the loss of fixtures between  
representative clubs of the north and the other  
districts, as well as the loss of the players them-  
selves, has led to a deterioration in English  
forward play. That I take to be the chief effect  
of the Northern Union upon English football.

Of course, England has lost players in all po-  
sitions through the secession of the Northern  
clubs, but it is at forward that the loss is most  
severely felt.

So far as the other countries are concerned,  
Wales has been most affected, since the prospect  
of pay has attracted many good and promising  
men to the Northern Union clubs. We are  
sorry that our men have gone, but Wales seems  
to continue to breed players of a very good class,  
and the loss of individuals does not affect Wales  
as the loss of a whole province affects the  
English Union.

The craze—it was a craze—for securing  
Welsh players seems to be dying out to a great  
extent. It was really quite amusing a few  
years ago to scan the names of the important  
"catches" secured by some of the Northern  
Union clubs. No doubt some excellent players  
were taken, men of great individual capacity,  
but the number of absolute nonentities who  
found their way north was simply wonderful.  
Almost anyone who had played for a Welsh  
club was welcome to the fold. It was not sur-  
prising that there was disappointment on both  
sides. In most cases the effort to graft  
Welsh methods on to an alien stock was a  
failure. In the Welsh game the individual  
player owes very much to club combination;  
where that is missing his value is greatly  
reduced. Some clubs who obtained several  
Welsh backs secured the result at which  
they aimed—Welsh combination, and no doubt  
this has had an effect upon the general stand-  
ard of combination under the Northern Union; but  
in many cases the clubs were disappointed, since  
they found that their games were not swayed.  
On the other hand, many of the players bitterly  
regretted the step they had taken, for they  
found the style of play to which they had to  
adapt themselves utterly different to that which  
they had been accustomed, and in many cases  
they must have been as conscious as the crowds  
that watched them that they were not successful.  
Every season there will be men who will go over  
from amateur to professional football, every  
season some Welshmen will be attracted to the  
north by the prospect of pecuniary rewards;  
but, unless I am much mistaken, the Northern  
Union clubs will not be so ready to search for  
or accept alien services, and Welsh players will  
not be so anxious to go north. Many of the  
players who have done so have been disappointed  
with the rewards received, and with the style of  
play; many of them would return to amateur  
football if they could. But the door is closed  
to them—they take their chance with profes-  
sionals, and if they fail or if it does not suit  
them, there is no return—their football days  
are over. For that reason, and because there is  
a growing tendency on the part of the Northern  
Union to encourage home-grown talent (a very  
wise thing on their part) I think that in the  
future amateur football will not be seriously  
affected by the loss of players to the professional  
ranks.

## DIFFERENCES IN PLAY.

I hesitate to say much as to the effect of the  
Northern Union upon the method of play,  
since I have to confess that I have not had an  
opportunity to see a game under their rules.  
In the main Northern Union football laws  
differ but little from the old law. One im-  
portant innovation is the abolition of the throw-  
out from touch, for which a punt-out is sub-  
stituted. There is much to be said against the  
throw-out, which leads in five cases out of six to  
an additional scrimmage; yet line-out play has  
something to recommend it, when the ball is  
taken cleanly, and passing or combined drib-  
bling is initiated. But as that is so seldom,  
and the delays consequent upon "knock-on"  
or "not straight" are so frequent, one has,  
often longed for a rule which would do away  
with the disadvantages of the throw-out with-  
out doing harm to the game. Possibly the  
punt-out is the solution of the problem. It  
must inevitably tend to make the game faster,  
as a premium is put upon fast following up,  
while a clever back ought occasionally to have  
an opportunity to get moving in a fairly open  
field either from an opponent's or a comrade's  
punt. But, of course, I speak without practi-  
cal knowledge of the working of the rule. My  
one fear was that the punt-out would lead to  
dangerous charging by forwards following up;  
but I have been assured that the laws provide  
against this, and that referees carry out the  
laws. If that is so, the punt-out ought to  
prove an improvement to the game. On the  
other hand some players declare that most dan-  
gerous charging is practised. The other altera-  
tion in the rules which seems to me to be impor-  
tant is that which prohibits any player not in a  
scrummage from getting into line with any of  
his forwards before the ball comes out of the  
scrummage. This also would have a natural  
tendency to encourage open play, since it gives  
the half a much better chance of setting three-  
quarters in motion. At the same time, speak-  
ing theoretically, it seems to me that it  
establishes a sort of artificial protector for the  
half-back, who is sufficiently protected if the  
opposing half is prohibited from advancing in  
front of the ball, and that it must tend to put  
the excellent half-back—the all-round man in  
attack and defence—more upon a level with the  
merely ordinary player than he would be if  
were allowed to follow the ball so long as he  
kept on side. But, of course, one recognises

## YOU MUST STOP COUGHING.

The best way to cure Chronic Coughs, Bron-  
chitis, and Chest-Colds is to apply Little's  
Oriental Balm. Rubbed well into the chest and  
back, it penetrates immediately to the inflamed  
part. The tickling in the throat ceases; the  
spasm weakens; the cough disappears. It often  
cures when nothing else will. Could anybody  
afford to be without it in the house all the day?  
Mr. N. Love, of James Street, Blackburn,  
says:—I was worn out almost to the grave with  
a racking cough that all the remedies and the  
doctors failed to relieve. It was cured with one  
bottle of Little's Oriental Balm. It shall be my  
doctor through life.  
Sold at 1s. 1 per bottle. Agents for Hong-  
kong—The "VICTORIA DISPENSARY,"  
LD. [2852-2]

that the object of the rule is to make open back  
play more easy, and this it must do, since he  
must be a poor half indeed who cannot put the  
three-quarters in motion when thus artificially  
protected from the tackling of his opponent.  
With regard to the future it is difficult to  
prophesy. Arguing from the past it seems  
likely that the breach between the Northern  
Union and the Rugby Union will become wider  
and wider and that the difference in the rules  
may possibly become more and more marked.  
That the split has worked to the weakening of  
Rugby football, I cannot help thinking, and  
therefore I ask—is there not some way of  
bringing all who profess to play the game  
under one governing body? Cannot those who  
control Rugby football and those who guide the  
Northern Union come to some compromise by  
which the breach can be healed? I confess  
that the difficulties at present seem insuperable,  
and that I cannot suggest a way out of the  
position. Whatever course were followed would  
involve some sacrifice of principle—it would  
necessarily be in the nature of a compromise—  
but it does seem a pity that such an important  
branch should exist, and I, with many others,  
would hail with pleasure a closing of the ranks,  
a cessation of hostilities which would enable  
England to put her full strength in the field  
when she has to meet the sister countries in the  
struggle for international honours.

## HOTELS

## WINDSOR GARDEN &amp; RESTAURANT.

A PLEASANT 15 minutes' drive from town  
will bring Visitors to above, which over-  
looks Happy Valley, and commands a magnifi-  
cent view of the surrounding Hills and Race  
Course. Unequalled situation, in a quiet and  
healthy locality. Can be overlooked from the  
Bowen Road, from which Visitors may either  
walk down or ride by chair. Tennis, Croquet,  
&c. [2893]

## KOWLOON HOTEL.

THIS HOTEL is situated in a quiet  
locality, away from the din and distur-  
bance of the City, and surrounded by a deli-  
cious Garden, it is an ideal place of Resi-  
dence. The building stands on an eminence, giving a  
magnificent view of the Harbour and the  
City of Victoria. It is within easy access of  
the Kowloon Wharves, where the principal  
Mail Steamers disembark Passengers, and from  
which there is a regular ferry service to Hong-  
kong.  
Bowling Alleys and Billiards.  
The Cuisine is Excellent.  
J. W. OSBORNE, J. H. DOWNS,  
Proprietor, Manager.  
Hongkong, 8th September, 1900. [2378]

"BOA VISTA" HOTEL,  
MACAO.

THE only FIRST CLASS HOTEL in the  
Colony. Moderate terms by the day or  
month. European Management.

MACAO is distant 40 miles West of Hong-  
kong, and the journey is made each day (Sun-  
days excepted) by the magnificent Saloon  
Steamer "HONGKONG" in 3 hours, leaving  
Hongkong at 2 P.M. and Macao at 5 A.M.  
Connection made by Company's Steamer to  
and from Canton.

Tourists should not miss the chance of  
visiting this famous old City.  
For Terms, apply  
MANAGER.  
Telegraphic Address, "Boavista." [2549]

RAFFLES HOTEL,  
SINGAPORE.

SITUATION UNSURPASSED.  
The Finest Hotel in the East. Rooms en  
suite. Every Room with Private Bathroom  
attached. Cuisine under two French Chefs.

CURRIES A SPECIALITY  
Every Home Comfort.  
Electric Bells throughout the Hotel.  
Electric Lights.  
Electric Fans.  
Terms Moderate.

SARKIES BROTHERS,  
Proprietors,  
Hongkong, 16th August, 1900. [2219]

YOBARI AND SORACHI  
COALS.

HOKKAIDO TANKO TETSUDO  
KAISHA.

HOKKAIDO COALIER AND RAILWAY CO.)  
CAPITAL... ANNUAL OUT-  
PUT...  
YEN 12,000.00 800,000 TONS.

PORTS OF EXPORT—  
OTARU AND MURORA.

THE celebrated Yubari and Sorachi Coals are  
widely known as the best and most econo-  
mical Japanese Coals. The Coals can be ob-  
tained at Tokyo, Yokohama, Otaru, Muroran,  
Shanghai, Hongkong, and other principal ports.  
OFFICE: MINAMI IDAMACHI, TOKYO.

Telegrams: "Yubari" Tokyo.  
H. GHIES & HOUGH,  
Agents for Hongkong. [49]

PUT  
"VIKING" NAVY CUT  
IN YOUR PIPE  
& Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND.  
W. BREWER & CO., AGENTS HONGKONG [2653-1]

## TO LET.

WITH IMMEDIATE POSSESSION.

A SPACIOUS ROOM, suitable for an  
OFFICE, on N.E. corner of Third  
Floor, PRINCE'S BUILDINGS.  
Apply to—

S. J. DAVID & CO.,  
Hongkong, 10th July, 1900. [1945]

## TO LET.

ONE LARGE ROOM, THIRD FLOOR,  
QUEEN'S BUILDINGS.  
"WAGENINGEN," MOUNT KELLET,  
PEAK.  
13, PRAYA CENTRAL, now known as  
20, DES VOEUX ROAD CENTRAL. ROOMS on  
2nd FLOOR.

TOP FLOOR of the GODOWN No. 2A,  
BLUES BUILDINGS.  
A HOUSE in RIFON TERRACE.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 8th October, 1900. [61]

## TO LET.

FROM THE 15th DECEMBER, 1900.

LUGNLSLAND EAST, PEAK ROAD,  
an EIGHT-ROOMED HOUSE.  
Apply to—  
ARNHOLD, KARBURG & CO.  
Hongkong, 17th November, 1900. [2901]

## TO LET.

From the 1st December Next.  
"INGLEWOOD."

A FIVE ROOMED HOUSE, with TENNIS  
Court.

"STONY BROOK COTTAGE."

A FOUR ROOMED HOUSE with GARDEN.  
Apply to—  
HUMPHREYS ESTATE AND  
FINANCE CO., LIMITED.  
Hongkong, 31st October, 1900. [3545]

## TO LET.

FROM the 1st October—FOUR ROOMS  
and COMPROPOSE OFFICES on the  
1st Floor No. 16, DES VOEUX ROAD.  
Apply to—

SEE WO,  
No. 60, Queen's Road Central.  
Hongkong, 19th September, 1900. [2444]

FURNISHED HOUSE TO LET.

"THE EYRIE," a large BUNGALOW,  
standing in a beautiful and lovely  
grounds, near the summit of the Peak.  
For Terms and Particulars apply to—  
R. C. WILCOX,  
4, Beaconsfield Arcade.  
Hongkong, 6th November, 1900. [2822]

## TO LET.

(From 1st December next.)

ONE SPACIOUS GODOWN, with  
Upper Floors for Dry Goods, No. 4,  
facing the Sea, and situated at BELCH



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL.	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.E.	P. & O. S. N. Co.	On 24th inst., at Noon.
LONDON via SUEZ CANAL.	AXA	Brit. str.	—	Batt.	BUTTERFIELD & SWIRE	On 27th inst., at Noon.
LONDON	CANTON	Jap. str.	—	C. F. Lockstone, R.N.E.	P. & O. S. N. Co.	On or about 29th inst.
LONDON via SUEZ CANAL.	ANTHONY	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LONDON via SUEZ CANAL.	ANTHONY	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 25th Dec.
LIVERPOOL DIRECT.	TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	To-morrow.
LIVERPOOL DIRECT.	PYRENEE	Brit. str.	—	Tillson	BUTTERFIELD & SWIRE	On 1st Dec.
BREMEN, via PORTS OF CALL.	STUTTGART	Ger. str.	—	F. Groesch	MELCHERS & CO.	On 28th inst., at Noon.
MARSEILLES, &c., via PORTS OF CALL.	TOKIN	Frean. str.	—	N. Treant	NIPPON YUSEN KAISHA	To-day, at 1 P.M.
MARSEILLES, LONDON & ANTWERP, v. SUEZ, &c.	AWA MARU	Jap. str.	—	Forek	CARLOWITZ & CO.	To-morrow, at Daylight.
HAYRE, BREMEN & HAMBURG v. COLOMBO	SUEVIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 8th Dec.
HAYRE & HAMBURG	AMBRIA	Ger. str.	—	Jensen	CARLOWITZ & CO.	On or about 20th Dec.
HAYRE & HAMBURG	ARAGONIA	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th Dec.
HAYRE & HAMBURG	WITTENBERG	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 8th Jan.
HAYRE & HAMBURG	SAMBIA	Brit. str.	—	F. Gedyo	MCGREGOR BROS. & GOW	On or about 20th inst.
NEW YORK	GLENGARRY	Brit. str.	—	Hansen	SHAW, TOMES & CO.	On or about 28th Dec.
NEW YORK via SUEZ CANAL.	HILLOLEN	Brit. str.	—	Hansen	SHAW, TOMES & CO.	Quick despatch.
NEW YORK via SUEZ CANAL.	VERONA	Brit. str.	—	Hansen	SHAW, TOMES & CO.	On or about 27th inst.
NEW YORK via SUEZ CANAL.	R. MORROW	Brit. ship	—	Hansen	SHAW, TOMES & CO.	On 21st inst.
NEW YORK via SUEZ CANAL.	HILLOLEN	Brit. str.	—	Hansen	SHAW, TOMES & CO.	On 28th inst.
NEW YORK via SUEZ CANAL.	EMPRESS OF INDIA	Brit. str.	—	Hansen	SHAW, TOMES & CO.	On 24th inst., at 4 P.M.
VANCOUVER, via SHANGHAI, &c.	TACOMA	Brit. str.	—	Hansen	SHAW, TOMES & CO.	On or about 27th inst.
VICTORIA, B.C., & TACOMA, via SHANGHAI, &c.	RIOMUN MARU	Jap. str.	—	Hansen	SHAW, TOMES & CO.	On 24th inst., at Noon.
VICTORIA, B.C., & TACOMA, via SHANGHAI, &c.	MIOS	Ger. str.	—	Hansen	SHAW, TOMES & CO.	On 11th Dec., at Noon.
PORTLAND, OREGON via AMOY, &c.	AMERICA MARU	Jap. str.	—	Hansen	SHAW, TOMES & CO.	On 10th inst.
SAN FRANCISCO via SHANGHAI, &c.	CITY OF PEKING	Brit. str.	—	Hansen	SHAW, TOMES & CO.	On 23rd inst., at 4 P.M.
SAN FRANCISCO via AMOY, &c.	CARLISLE CITY	Jap. str.	—	Hansen	SHAW, TOMES & CO.	Quick despatch.
SAN DIEGO, &c., via MOJI, &c.	KARUGA MARU	Ger. str.	—	Hansen	SHAW, TOMES & CO.	On or about 20th inst.
AUSTRALIAN PORTS.	MUNCHEN	Brit. str.	—	Hansen	SHAW, TOMES & CO.	On or about 30th inst.
GERMAN COLONIAL & AUSTRALIAN PORTS	SHINANO MARU	Jap. str.	—	Hansen	SHAW, TOMES & CO.	On 23rd inst., at Daylight.
YOKOHAMA, via NAGASAKI & KOBE	SHINANO MARU	Jap. str.	—	Hansen	SHAW, TOMES & CO.	On 23rd inst., at Noon.
KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	Hansen	SHAW, TOMES & CO.	On or about 19th inst.
NAGASAKI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	Hansen	SHAW, TOMES & CO.	To-morrow.
SHANGHAI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	Hansen	SHAW, TOMES & CO.	On or about 20th inst.
SHANGHAI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	Hansen	SHAW, TOMES & CO.	On 21st inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	Hansen	SHAW, TOMES & CO.	On or about 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	Hansen	SHAW, TOMES & CO.	To-morrow, at Daylight.
SHANGHAI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	Hansen	SHAW, TOMES & CO.	On 25th inst., at Daylight.
SHANGHAI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	Hansen	SHAW, TOMES & CO.	On 25th inst., at Daylight.
SHANGHAI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	Hansen	SHAW, TOMES & CO.	On 21st inst.
SHANGHAI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	Hansen	SHAW, TOMES & CO.	To-morrow, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	Hansen	SHAW, TOMES & CO.	On 21st inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	Hansen	SHAW, TOMES & CO.	On 24th inst.
SHANGHAI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	Hansen	SHAW, TOMES & CO.	On 24th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	Hansen	SHAW, TOMES & CO.	On 6th Dec., P.M.

## SHIPPING.

## ARRIVALS.

Nov. 17, WATERWITCH, surveying ship, 620, Lieut-Comdr. Hay, from a cruise.

Nov. 17, ZAPATO, American transport, 675, Whitton, Manila, 18th November.

Nov. 17, CHINA, German str., 1,113, P. Voss, Saigon, 18th November.

Nov. 17, TANTALUS, British str., 2,281, T. Gregory, Moji, 11th November, Coala.

Nov. 17, BUTTERFIELD & SWIRE.

Nov. 17, MAZAGON, British str., 3,280, R. T. L. Cook, E.N.B., London, via Ports 26th September, General.—P. & O. S. N. Co.

Nov. 17, ARIAKE MARU, Jap. str., 2,170, T. Tasaki, Kutchinotzu 20th Nov., Coala.—M. B. KAISHA.

Nov. 17, KAIFONG, British str., 1,024, G. W. Pennother, Cebu 12th Nov., Hamp and Timber.—BUTTERFIELD & SWIRE.

Nov. 17, CUT OF BOMBAY, British str., 2,941, John Mear, Odessa 19th October.

Nov. 17, REWA, British transport, 5,000, Jones, Calcutta 3rd November.

Nov. 17, IZUMI, Japanese cruiser, 3,500, Warita, Swatow 16th November.

Nov. 17, TONKIN, French str., 2,327, Vaquier, Yokohama 9th Nov., Mails and General.—MESSAGIERIES MARITIMES.

Nov. 18, CAESAR, Amr transport, 1,800, Sawyer, Cavite 12th November.

Nov. 18, AKASHI MARU, Japanese str., 974, Suzuki, Foochow, Amoy and Swatow 17th Nov., General.—M. B. KAISHA.

Nov. 18, DRY WAGON, German str., 1,056, H. Teator, Bangkok 7th Nov. and Swatow 17th.

Nov. 18, HAIKONG, French str., 500, Marles, Pakhoi and Hailow 17th Nov., General.—A. R. MARTY.

Nov. 18, HOIHAO, French str., 500, Marles, Pakhoi and Hailow 17th Nov., General.—A. R. MARTY.

Nov. 18, KANSAI MARU, Jap. str., 1,432, I. Inoue, Moji 12th Nov., Coala.—JAPANESE.

Nov. 18, STROMBUS, British steamer, 3,928, N. Hocken, Kobe 11th Nov., General.—AERHOLD, KARBURG & CO.

Nov. 18, YANGTZE, British str., 4,140, H. L. Allen, Glasgow, Liverpool and Barry 29th August, General.—JARDINE, MATHESON & CO.

Nov. 18, WINGANG, British str., 1,517, Sellar, Canton 18th Nov., General.—JARDINE, MATHESON & CO.

## CLEARANCES.

At the Harbour Master's Office, 17th November.

President, British bark, for Rajang.

Tanai Maru, Japanese str., for Swatow.

Ariake Maru, Japanese str., for Kutchinotzu.

Elita Nassack, German str., for Amoy.

Siam, British str., for Swatow.

Hailow, British str., for Swatow.

Jacob Diederichsen, German str., for Haiphong.

## DEPARTURES.

Nov. 17, COPTIC, British str., for S. Francisco.

Nov. 17, PELLA, British str., for Manila.

Nov. 17, LIGHTNING, British str., for Calcutta.

Nov. 17, SULLBERG, Ger. str., for Vladivostok.

Nov. 17, PELAYO, British str., for Swatow.

Nov. 17, LOONGMOON, Ger. str., for Bangkok.

Nov. 17, PHANANG, Ger. str., for Amoy.

Nov. 17, HONG BEI, British str., for Hongkong.

Nov. 17, ARAGONIA, German str., for Shanghai.

Nov. 17, THIAN, British str., for Hongkong.

Nov. 18, TAMSUI MARU, Jap. str., for Swatow.

Nov. 18, ARIAKE MARU, Jap. str., for Kutchinotzu.

Nov. 18, ELITA NOSSACK, Ger. str., for Amoy.

Nov. 18, SIAM, British str., for Swatow.

Nov. 18, HAILONG, British str., for Swatow.

## VESSELS IN DOCK.

ABERDEEN DOCK.—Bun, Sewall.

KOWLOON DOCK.—Menelaus, Tartar, Yuen-sang, Forest Dale, H.M.S. Fame, Zafiro, Hue, Caesar.

COSMOPOLITAN DOCK.—Mongkut, Cham.

## SHIPPING REPORTS.

The British steamer *Strombus*, from Kobe 11th inst., had strong N.E. monsoon and high sea.

The British steamer *Deuvarong*, from Bangkok via Swatow 7th inst., had strong monsoon, with heavy sea and swell.

The British steamer *Kaifong*, from Cebu 13th inst., had light variable winds and fine weather to Kanton; thence to port strong monsoon with high sea.

The British steamer *Haitan*, from Swatow 17th inst., had light variable breeze, fine and clear weather. Vessels in Swatow—German cruiser *Bussard* and str. *Koenig*.

The British transport *City of Bombay*, from Odessa 19th Oct., had moderate to light winds from Singapore to lat. 10 N.; thence to port strong monsoon, squally weather and high head sea.

The Japanese steamer *Katsuno Maru*, from Moji 12th inst., experienced rather severe typhoon from the 14th to the 17th inst. The ship had no accident and was only three hours late in arriving, although meeting with such severe weather.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX, ALSO.

## PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 19th November, 1900, at 1 P.M., the Company's Steamship "TOKIN," Captain Vaquier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES, via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 18th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 6th November, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Durand, will be despatched for the above ports on or about MONDAY, the 19th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 14th November, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT.

(TAKING CARGO AT LONDON RATES.)

THE Company's Steamship

"TANTALUS,"

Captain Gregory, will be despatched as above TO-MORROW, the 20th inst.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th November, 1900.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL SETAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	KOBE and YOKOHAMA	FRIDAY, 23rd Nov., at DAYLIGHT.
KARUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE.	FRIDAY, 23rd Nov., at 4 P.M.
RIOMUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA.	SATURDAY, 24th Nov., at 4 P.M.
SHINANO MARU	NAGASAKI, KOBE and YOKOHAMA.	MONDAY, 26th Nov., at NOON.
AWA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 30th Nov., at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. S. MIHARA, Manager.

Hongkong, 30th October, 1900.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI AND JAPAN	MAZAGON	About 20th	Freight only.
PAN	R. T. L. Cook, R.N.E.	Nov.	
SHANGHAI	CLYDE	About 23rd	Freight or Passage.
	A. L. Valentini	Nov.	
LONDON, &c.	COROMANDEL	Noon, 24th	See Special Advertisement.
	F. W. Vibert, R.N.E.	Nov.	
LONDON	CANTON	About 29th	Freight or Passage.
	C. F. Lockstone, R.N.E.	Nov.	
YOKOHAMA via NA-GASAKI & KOBE	JAPAN	About 30th	(Passing through the Inland Sea.) Freight or Passage.
	G. K. Wright	Nov.	

## PASSENGER SEASON, 1901.

S.S. PLASSY ... 7,240 tons ... March 30th ... MARSEILLES AND LONDON DIRECT.

S.S. SOBKAON ... 7,382 tons ... April 27th ... Without Transshipment.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 16th November, 1900.

## HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD

(FREIGHT SERVICE.) (FREIGHT SERVICE.)

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LONDON, LIVERPOOL, GLASGOW, TEHRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAYRE, BREMEN, HAMBURG (via COLOMBO)	On 16th November.
AMBRIA	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 6th December.
ARAGONIA	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 20th December.
WITTENBERG	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 30th December.
SAMBIA	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 8th January.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD. OSTATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
TACOMA	2,811	A. Dixon	November 26
BEARHAWK	3,801	W. Watt	December 6
GOODWIN	4,421	A. Jackson	December 19
DJER OF FIRE	3,821	J. S. Cox	December 26

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 452.

Excellent accommodation. First class Table, Doctor and Stewards carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains; day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, 235.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria and TACOMA to DYRA and St. MICHAEL.

Rates of Passage to other Points on application.

A Special rate allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 5th November, 1900.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. FIDELITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 18 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPERESS OF INDIA," Comdr. G. P. Marshall, R.N.E., WEDNESDAY, 21st Nov., 1900.

"EMPERESS OF JAPAN," Comdr. H. Pybus, R.N.E., WEDNESDAY, 19th Dec., 1900.

"EMPERESS OF CHINA," Comdr. R. Archibald, R.N.E., WEDNESDAY, 18th Jan., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder Street.

Hongkong, 25th October, 1900.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHEASTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
STUTTGART	WEDNESDAY 23rd November
KONIG ALBERT	WEDNESDAY 12th December
PRINZ HEINRICH	WEDNESDAY 26th December
PRINZESS IRENE	WEDNESDAY 9th January 1901
PREUSSEN	WEDNESDAY 23rd January 1901
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 6th February 1901
SACHSEN	WEDNESDAY 20th February 1901
KAISERSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 6th March 1901
BAYERN	WEDNESDAY 20th March 1901
STUTTGART	WEDNESDAY 3rd April 1901
KONIG ALBERT	WEDNESDAY 17th April 1901
PRINZ HEINRICH	WEDNESDAY 31st May 1901
PRINZESS IRENE	WEDNESDAY 14th May 1901



## VESSELS ON THE BERTH

SHEWAN TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE"

will be despatched for the above port on or about the 20th December, 1900.

For Freight or Passage, apply to

SHEWAN, TOMES &amp; CO., Agents.

Hongkong, 9th November, 1900. [2858]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR POOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU"

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 21st inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th November, 1900. [2854]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"GISELA"

Captain F. Mosca, will leave for the above places on WEDNESDAY, the 21st inst., at Noon.

For Freight or Passage, apply to

SANDER, WIELER &amp; CO., Agents.

Hongkong, 16th November, 1900. [6]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"KASUGA MARU"

(3,820 tons gross, Captain E. W. Haswell, will be despatched for the above port on FRIDAY, the 23rd inst., at 4 P.M.

This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried. Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to

A. S. MIYARA, Manager.

Hongkong, 15th November, 1900. [2892]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG"

Captain Buller, will be despatched as above on SATURDAY, the 24th inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 17th November, 1900. [2908]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, ILOILO AND CEBU.

THE Company's Steamship

"KAIFONG"

Captain Pennington, will be despatched as above on SATURDAY, the 24th inst.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 13th November, 1900. [2877]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AJAX"

Captain Bagg, will be despatched as above on TUESDAY, the 27th November.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 18th October, 1900. [2688]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

Taking Cargo at London Rates.

THE Company's Steamship

"PYREHUS"

Captain T. Tilloson, will be despatched as above on SATURDAY, the 1st December.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 15th November, 1900. [2776]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Company's accelerated line to Trieste.)

THE Company's Steamship

"MARIA TERESA"

Captain T. Rastbach, will be despatched as above on THURSDAY, the 8th December, P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER &amp; CO., Agents.

Hongkong, 16th November, 1900. [6]

FOR NEW YORK.

THE 33 L. II British Bark

"R. MORROW"

Shortly expected from MANILA, will load here for the above port and will have quick despatch.

For Freight, apply to

ARNOLD, KARBURG &amp; CO., Agents.

Hongkong, 13th November, 1900. [2838]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.

STATE OF MAINE, American ship, Colcord.

Standard Oil Co.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PENANG, SINGAPORE, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"COROMANDEL"

Captain F. W. Vibert, R.N.E., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 24th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &amp;c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 12th November, 1900. [1]

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENHARRY"

Captain F. Geary, will be despatched for the above port on the 25th November, 1900.

For Freight or Passage, apply to

McGREGOR BROS. &amp; GOW, Agents.

Hongkong, 26th October, 1900. [2746]

LOADING ON THE BERTH.

FOR PORTLAND, OREGON VIA JAPAN.

THE First Class Twin Screw Steamer

"MILOS"

will be despatched on or about 27th inst.

For Freight, apply to

T. M. STEVENS &amp; CO., Agents.

Hongkong, 7th November, 1900. [2891]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU"

Captain S. Atsami, will be despatched for the above ports on WEDNESDAY, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th November, 1900. [1443]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN &amp; CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA"

Captain Hanson, will be despatched for the above port on or about 28th December.

For Freight apply to

CARLQWITZ &amp; CO., Agents.

Hongkong, 8th November, 1900. [2853]

NORDDEUTSCHER LLOYD.

FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, FINCHERHAFEN, HERBERTS-HOF, TOWNVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.

Taking Cargo at through rates to MELBOURNE, ADELAIDE, NEWCASTLE, FREMANTLE, AUCKLAND, WELLINGTON, GISBORNE, NAPIER, WANGANUI, DUNEDIN and HOBART.

THE Company's Steamship

"MÜNCHEN"

Captain Krebs, will be ready to load for the above ports on or about 1st December.

For Freight or Passage, apply to

MELCHERS &amp; CO., Agents.

Hongkong, 16th November, 1900. [2906]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "CAMPBELL CITY" 3,062 Tons. On 10th Dec.

S.S. "KYARVEN" 2,463 Tons. On 12th Dec.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on MONDAY, the 10th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 15th November, 1900. [14]

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 19, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at Noon.

THE Twin-Screw Steamship

"AMERICA MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 24th November, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 1st November, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at Noon.

DOMIO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, at Noon.

OPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 20, 1901, at Noon.

THE Company's Steamship "GALIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 11th December, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 18th November, 1900. [4]

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 4th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 9th November, 1900. [3]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL).

THE Company's Steamship

"ACHILLES"

Captain Brown, will be despatched as above on TUESDAY, the 25th December.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 16th November, 1900. [2902]

POHOOMULL BROTHERS.

37 &amp; 39, QUEEN'S ROAD CENTRAL.

W HOLESALE AND RETAIL IMPORTERS AND EXPORTERS.

Have for Sale.

Indian, Chinese and Japanese Silk Goods.

Oriental Embroidery, Rugs and Carpets.

Jewelry, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy Goods.

INSPECTION IS SOLICITED.

Hongkong, 8th November, 1900. [2795]

WILLIAM MACLEOD, D.D.S., DENTIST.

BEACONSFIELD ARCADE.

Hongkong, 10th November, 1900. [2861]

AMERICAN SYSTEM OF DENTISTRY

No. 30, QUEEN'S ROAD CENTRAL.

CHADWICK KEW (LATE OF FOOTE &amp; NOBLE).

Hongkong, 15th September, 1899. [2419]

BOMBAY-BURMAH TRADING CORPORATION, LIMITED.

BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS AND SCANTLINGS, PLANES, TONGUES, and GROOVED BOARDS, FOR FLOORING, CHAIRING, WALLING, &amp;c. TEAK SHINGLES FOR ROOFING.

FIREWORK RAILWAY SLEEPERS for all GANGES.

Rates Supplied and Orders Booked by JARDINE, MATHESON &amp; CO.

Hongkong, 3rd May, 1895. [2737]

TACK CHEONG LOONG, NAVY &amp; MILITARY TAILOR.

DRAPEE AND OUTFITTER.

GARMENTS made by hand, guaranteed perfect fit. Hats, Shirts, Socks, Silk Handkerchiefs, Boots, Shoes, &amp;c. for Sale. New and Fashionable Goods. Prices very moderate.

No. 65, QUEEN'S ROAD CENTRAL.

Hongkong, 18th October, 1900. [2782]



## THE WEATHER

CHINA COAST METEOROLOGICAL  
PUBLISHED 1011 NOVEMBER 1951

HONGKONG, 18th November.

11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Wind
----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	------

our, meters to see all and fall. Faber, Herrmann, midit

our, meters to see l and Fabi opera ure. midit

Baron	red.	love	326	Temp	Hum	Direct	tion	E. Green
-------	------	------	-----	------	-----	--------	------	----------

Baron red. love 326  
Jenny  
Hunt  
Director  
tion  
H. Green

livestock	2 p.	—	—	—	—	—
-----------	------	---	---	---	---	---

ock 2 p. — — — —

kyo	13					
chi	13					

W 1000	10	1000	1000	1000	1000
W 1000	10	1000	1000	1000	1000

gasaki	gasaki	gasaki	gasaki	gasaki
goshima	goshima	goshima	goshima	goshima

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100

Shoku ...	1 p.	30.17	—	—	—
Shoku .....	"	29.01	—	—	—

1 p.	30.17	11	11	11
	29.01			

mon	29.58	—	—	N
thun	29.90	—	—	NE

20.55	—	—	N
20.90	—	—	NE

scadorea	3" p.	80.26	50	65	N
----------	-------	-------	----	----	---

res	3" p.	80.26	50	65	N.
-----	-------	-------	----	----	----

arp Peak	"	30.10	62	58	N
roy	"	30.01	68	70	NW

30.00	61	—	N
30.13	68	30	NE

ongkong	4 p.	30.00	64	25	N
o'tu Peak	"	—	—	—	—

CK ...	23	30.08	—	—	N
...	23	30.11	68	—	NNW

iphong ...	1 p.	—	—	—	—
anila .....	4 p.	29.76	82	77	8

3 p. BW

elo	20.73	51	W
bu	21.74	50	SW

17th NOVEMBER, A.M.

Tokyo ..... 10 n.